DRAWING INDEX

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RESIDENTIAL PROJECT
- **545** TOTAL UNITS, INCLUDING **3 TOWNHOUSES** ON CLEMENTINA
  - **436** MARKET RATE UNITS
  - **109** AFFORDABLE UNITS (20% OF TOTAL)

OPEN SPACE
- **2,915 SQ FT** SHARED OPEN SPACE AT GROUND LEVEL

FOLSOM BOULEVARD RETAIL
- **6,775 SQ FT** GROUND LEVEL RETAIL

BELOW GRADE PARKING (6 LEVELS)
- BIKE PARKING AT B1: **206 (.38:1)**
- APROX 286 STALLS (.52:1) FROM B1 TO B6 COMPRISED OF:
  - **269** SELF PARK
  - **11** HC
  - **3** CAR SHARE STALLS
  - **3** CHARGING STATIONS
Overview

The Transbay Block 9 project will be an architecturally innovative, environmentally sustainable enhancement to the Transbay District, providing a variety of housing styles for a mix of incomes. In keeping with the Redevelopment Plan, Development Controls, and Streetscape Plan for the Transbay area, the Project connects new residents and adjoining neighborhoods through vibrant street life, multi-level open spaces, and onsite gathering places.

Site Design Vision: Neighborhood Connections

The Block 9 Project enhances the public realm through its varied, engaging, and pedestrian-oriented site design. The Project creates new public open space along Folsom Street, as well as a new midblock connection between Folsom and Clementina Streets. Multiple retail and building entrances enhance the pedestrian experience in keeping with the City’s vision for Folsom Boulevard. The project conforms to all required setbacks, open space requirements, and development controls.

Along Folsom Street, a break in building massing creates a lively new urban plaza for social interaction among building users and the public. This new Folsom Plaza, adjacent to two retail spaces, activates the street edge, which is also activated by the residential entrance. The Folsom Street retail turns the corner onto First Street, drawing pedestrian interest around the building. The First Street elevation also provides an additional building entrance that offers ADA access to the townhomes, as well as access to the bicycle storage in the garage. Access to vehicular, loading, and bicycle parking in the garage is confined to the First Street side of the building, minimizing disruption to pedestrians.

The townhouses at Clementina Street scale down the project massing and define the boundary of the future Under Ramp Park. The townhomes, with their bay windows and open staircases, recall buildings found in traditional San Francisco neighborhoods.

The pedestrian-focused retail, gathering places, paths, and plazas create an uninterrupted network of community places connecting the new Block 9 Project to the City’s existing street and neighborhood fabric.

Building Design Vision

Block 9 is conceived as two mid-rise buildings that bracket a high-rise tower, with low-rise townhomes that create an engaging edge along Clementina Street. The ground plane and integrated site allows for the diverse groupings of building volumes to relate to and reinforce one another. The tower, midrise, and townhome buildings have their own unique architectural identities while presenting a harmonious overall composition. Linking these larger volumes and architectural features are shared and private green spaces that provide a place for tenants to build community in a vertical neighborhood. Architectural and site design elements help relate buildings to each other and establish the residential scale of the project.

The tower at Folsom is articulated into a series of shaded, glass, cubic volumes that are scaled to relate to the height and mass of the midrise buildings. Balconies, framed by warm materials, punctuate the glass façade, providing greater detail to the elevations as seen from afar, while creating intimate spaces characteristic of residential buildings. Metal vertical fins and operable windows will help reduce solar heat gain, allow for natural ventilation, and further animate the building façades. These elements provide a unique architectural identity that will distinguish Block 9 as a residential community. All residents access the building through a single entrance on Folsom Street at the base of the tower.

The two podium buildings, clad primarily in lightweight textured cementitious panels, provide a solid visual foundation for the lighter, more transparent glass tower. The textured cementitious panels offset lighter and darker tones to enhance visual interest, and warm accents around select windows unify the design with the tower above. Bay windows and balconies animate the façades on First and Folsom Streets, echoing the character of neighboring mid-rise buildings in the neighborhood. Along First Street, a four-story volume is cut into the podium, providing further depth and variation to the façade. In the area of the podium underneath the tower, the curtain wall is extended down to unify the composition. A glass-clad bridge element, extending across a portion of the Folsom Street plaza, connects one of the podium buildings to the tower above. In keeping with the City’s Inclusionary Housing policies, Affordable units are distributed throughout the podium and the lower half of the tower.

Along Clementina Street, the townhouse exteriors, while reminiscent of traditional San Francisco residential architecture with bay windows, is decisively modern. Open staircases provide individual entries while disability access is provided from First Street.

All building roofs are envisioned as “productive surfaces.” The roofs of the podium buildings (i.e., on the 9th floor) include open-air terraces for the use of all residents, including a community garden on the south side. On the ground level, a small terrace adjacent to the leasing and management office and mail room is conducive to casual interactions within the building’s community. The roof at the top of the tower will house solar hot water equipment, reducing the building’s energy consumption.

The substructure consists of six basement levels to accommodate parking, loading, support spaces, and mechanical equipment. The basement is accessed by vehicles through a single entry point on First Street.
Sustainability

The Transbay Block 9 project will implement a host of sustainable design features working in harmony to reduce energy and water consumption while creating a healthy living environment. The project is committed to achieving a minimum LEED® Silver certification.

To achieve energy goals, the envelope will be designed to provide a careful balance between daylighting and solar heat gains. Operable windows will allow natural ventilation when desired; while a mechanical system will deliver filtered ventilation to the residential units. Demand control exhaust ventilation systems will reduce fan energy consumption. In addition, ventilation systems serving the parking garage will be demand controlled via carbon monoxide sensors located throughout the garage. Other centralized mechanical systems will include high-efficiency boilers and water heaters with hot water demand recirculation control to minimize pumping energy.

Common areas, including entrance lobbies, corridors and the parking garage, will be provided with high efficiency lighting and lighting controls that respond to daylighting levels and occupancy presence.

Within the residential units, demand response thermostats, high efficacy lights and vacancy sensors will all operate intelligently to reduce tenants’ energy consumption and costs.

Potable water consumption will be reduced through the use of low-flow fixtures throughout the building, as well as through the use of recycled water for irrigation. Landscaped roofs will assist in slowing storm water run-off volumes.

The Project’s transit oriented location allows the project to provide an overall parking ratio of +/- 0.50 stalls per unit. The B1 garage level includes a bike parking room with capacity of more than 200 bikes. Three car-share stalls further enhance tenants’ opportunity to live “car free” by offering multiple alternatives to single occupant vehicle travel.

Structural System

The 42-story tower is typically 120’-0” by 93’-0” in plan (with carved away notches at the corners and on the Northwest and Southeast facades) and is composed primarily of reinforced concrete construction. At the larger podium levels, similar construction to the typical floors is utilized. The typical story height is 9’-3” and the top of roof slab elevation is 400’-0” above ground level. The parapet elevation is 430’-0” above ground level. Below grade are six basement levels enclosed by a reinforced concrete perimeter wall. The tower and substructure are supported by a reinforced concrete mat foundation bearing directly on bedrock.

Gravity framing above grade consists of post-tensioned flat slabs supported by a reinforced concrete core and perimeter columns. The lateral system consists of a ductile reinforced concrete core.

The building is to be designed according to 2013 San Francisco Building Code (SFBC) and ASCE 7-10 provisions. The lateral load resisting system incorporates a reinforced concrete core wall only system that exceeds the height limit of 160 feet per ASCE 7-10, and as such, an alternate performance-based design method is adopted as permitted by SFBC Section 104A.2.8 / Administrative Bulletin 083. The performance-based design methodology incorporates a non-prescriptive design and code acceptance criteria demonstrating equivalent lateral force resistance and energy dissipation capacity of the seismic lateral force resisting system.

Landscape and Open Space

The landscape has been designed with the understanding that quality open space is a key element in making dense urban living possible. To that end the project landscape includes pedestrian oriented streets, connections to neighborhood amenities and transit, and usable onsite public and private outdoor space on multiple building levels and roof areas.

Sidewalk and street tree treatments encourage pedestrian, bicycle and transit use by carrying forward the City’s recommendations for bulb-outs, paving, trees, and a special crossing at Under Ramp Park. Streetscape design, materials and plant selection for Folsom, First and Clementina Streets have been coordinated with CMG, the City’s landscape architect, and are based on the Folsom Streetscape Improvement Plan, the Transbay Redevelopment Project Area Streetscape and Open Space Concept Plan, and Under Ramp Schematic Design drawings. Street frontages on First and Folsom are marked with regular bands of academy black granite pavers and tan colored concrete, with street trees coordinated with building module and entries. Folsom Street will have a double row of Brisbane Box, while First and Clementina Streets will have a single row of Red Maple and Tristania laurina trees respectively.

Central to the project conception is the street level, publicly-accessible connection between Folsom Street and Under Ramp Park. A linear bamboo grove swings down alongside the ramp that connects Clementina Street to Folsom Plaza. The Folsom Plaza provides a public extension to the adjacent retail while connecting to the public walkway, which will be open dawn to dusk. A grouping of Carob trees marks the entry on Folsom, to be complemented by warm limestone paving, integrated lighting and lounge and café seating. An additional rear courtyard with white or light tan precast concrete pedestal pavers provides an additional amenity space for the residents, and is located adjacent to the leasing and management office. This space is intended to be used for small, informal gatherings.

In addition to the ground level urban outdoor space, two additional terraces with gardens are located on the 9th floor. On the east side of the building above First Street, a large community room opens to gardens, wood decks, seating and outdoor kitchens with spectacular views of the Bay Bridge and downtown. Windscreens will be strategically placed to balance shelter and views. On the west side of the building, a warm southwest facing terrace will have a community garden, where residents will be able to grow their own food, with Meyer Lemon trees and tables for outdoor eating and overlook the bamboo grove and path and the new park.
TOWER LOCATION
BUILDING LOCATION
TOWER LOCATION
MASSING & SETBACKS
SCHEMATIC DESIGN
PARAPET HEIGHT: 430'-0" (MAX: 440'-0")
10% OF MAX BLDG HEIGHT <= 66% OF ROOF AREA

TOWER FLOOR PLATE AREA: 10,989 SF
MAX ALLOWABLE: 11,000 SF
MAX ASPECT RATIO 1:1.3

PODIUM HT: 85'-0" MAX

FOLSOM STREET
FIRST STREET
CLEMENTINA STREET

PROPERTY LINE
EASEMENT
NO SETBACKS REQUIRED ON CLEMENTINA STREET PER MAP 3C OF DEVELOPMENT CONTROLS.

3.2 DEVELOPMENT OPPORTUNITY

MAP 3C OF THE DEVELOPMENT CONTROLS
TRANSBAY REDEVELOPMENT PROJECT AREA